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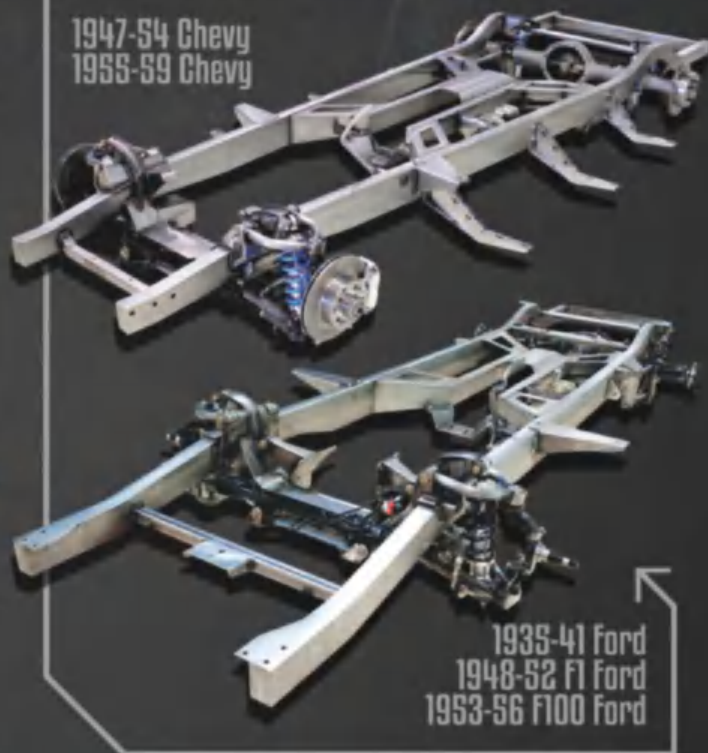


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» **On the Cover:**
Mike McCarthy's Cammer-powered Ford remains true to the Blue Oval moniker throughout the immaculate big-window build. Photography by Tim Sutton.

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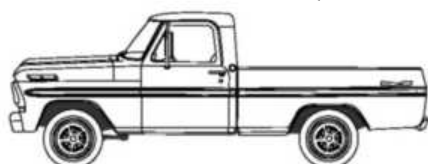


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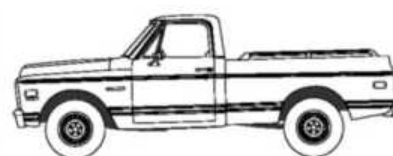
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Haul MONITOR



Color Me Confused

by Ryan Manson | rmanson@enthusiastnetwork.com

I have to say that it doesn't surprise me when I see a fake patina'd or fauxtina'd truck. Since most original examples have more problems than simple aesthetic-related issues, it shouldn't be shocking that one would take a decent version and give it a little age. A little rubbin' here and some scuffin' there and that cheapy 10-year-old paintjob all of a sudden looks like a weathered 40-year veteran, fresh off the farm. It goes with the territory, being old trucks and all.

What I don't understand, however, is how this fad is now filtering into other segments of the automotive world. Just today, I was surprised to see a late-model Chrysler parked in our lot that was replete with the fauxtina treatment, even down to the fake "tack welded" fiberglass hood scoop. Hand brushed "oxidation" and multicolored body panels showcased the owner's artful if not mechanical skills.

But what perplexed me was not the "how," but the "why." Why take something that is obviously brand new and make it look old? It doesn't fool anyone. It doesn't make you think, "Hey, did someone just barn find a 2016 Charger?!" Of course not, that would be impossible! But someone did try to emulate that and, of course, that makes me laugh.

Chock it up there with giant spoilers on econobox Hondas, 5-inch exhaust pipes on four-cylinder engines, and pillar-mounted tachs the size of a jack o' lantern. I don't get it.

What I do get, however, are old trucks. Contemporary, vintage, and every build style in between. I understand the desire and the passion involved in taking something old, decrepit, and left for dead, and breathing new life into it. Reviving a damaged sheetmetal panel. Restoring a sun-bleached gauge cluster. Rebuilding a water-logged engine. I

"No patina job will disguise the fact that your car is just like all the other unremarkable cars parked on the dealer's lot."

love it all. Having that old project roar to life after years of neglect; the blood, sweat, and tears it took to get to that point and that overwhelming feeling of accomplishment cannot be matched by any other automotive experience.

You can't buy it, you can't fake it, and you can't describe it. It's one of those things that has to be experienced in order to feel the full spectrum of emotions, good, bad, or indifferent.

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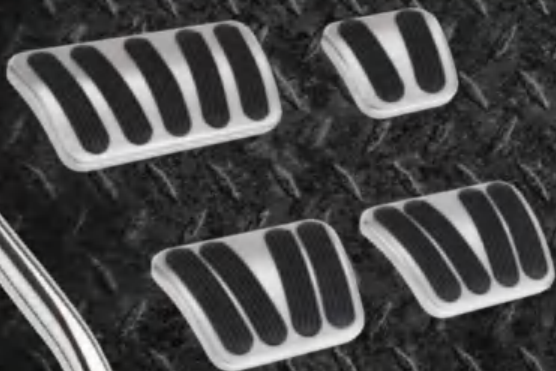
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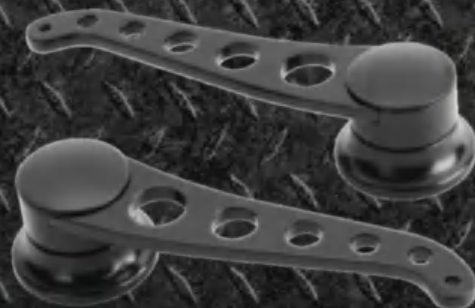
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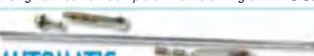
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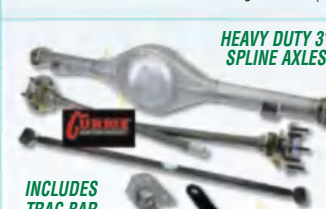
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The McCarthy

Mike McCarthy Vetted the Right Pros to Create a Ford for True Ford Guys

Cover Story / ♦ By Phil Schwartze | Photos by Tim Sutton

If any of you are old enough to recognize the headline of this story, don't worry, we're not looking to shake down traitors hiding out in the classic truck world. Quite the opposite, in fact. When it comes to building a hot rod and outsourcing the work, we all know

that selecting the right professionals to take on the project requires careful consideration. Once you've decided on the appropriate candidates, you then get to wait patiently for the finished product, as no true fabricator, mechanic, or upholsterer can create something magnificent in a hurry.



r Hearings

When Mike McCarthy set out to build a hot rod, the first obstacle was deciding what make and model to go with. As president of Petrospecs Inc., he already had plenty of connections in the automotive world, and close friend Jim Sheridan, recommended he build a '56 Ford big window as his next project. You may already recognize Jim's name having seen his '31 Ford pickup in





the pages of our sister publication, *Street Rodder*.

Jim helped Mike find a suitable platform for the build, and the next step was to assemble a team capable of taking this Effie from rough to tough. Jim threw his name in the hat to help out with the project, and Mike brought together the rest of the proverbial A Team to breathe new life into the truck. When all was said and done, it was a '56 for true blue Ford enthusiasts — color, drivetrain, and everything else.

The power is all Blue Oval with a 4.6L Ford block built by Nutech in Ramona, California, pulling air through dual Holley four-barrels. Sal Perez at American Muscle Cars built up the fuel tank and aluminum radiator. MSD ignition lights everything up and pushes fumes out of Bob Butler custom headers and 2¼-inch stainless exhaust. It's all tied to an AOD 4R70 trans with a Dynotech aluminum driveshaft.

The original frame was retained before being boxed and powdercoated for strength and then treated to a TCI IFS and rear four-link connected to a Ford



9-inch rear. A Corvette master cylinder (the one exception to the strictly Ford components) brings the front discs and rear drums holding those American

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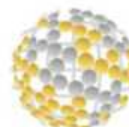
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1956 FORD F-100 Mike McCarthy

CHASSIS

- > **FRAME:** STOCK
- > **MODIFICATIONS:** TCI IFS AND FOUR-LINK
- > **REAR END / RATIO:** 9-INCH / 3.55:1
- > **REAR BRAKES:** DRUM
- > **FRONT BRAKES:** CORVETTE MASTER CYLINDER AND DISC BRAKES
- > **WHEELS:** AMERICAN RACING 15X7 FRONT, 15X8 REAR
- > **TIRES:** BFGOODRICH RADIAL TA P215/65R15 95S FRONT, P255/60R15 102S REAR

DRIVETRAIN

- > **ENGINE:** 4.6L FORD
- > **INTAKE / CARB:** 289 SHELBY DUAL QUAD / TWO HOLLEY 350-CFM FOUR-BARRELS
- > **HEADERS:** BOB BUTLER 1 1/2-INCH
- > **FUEL TANK:** CUSTOM ALUMINUM 21-GALLON BY AMERICAN MUSCLE CARS
- > **TRANSMISSION:** AOD 4R70
- > **EXHAUST / MUFFLERS:** BOB BUTLER CUSTOM STAINLESS 2 1/4-INCH

BODY

- > **MODIFICATIONS:** REAR FENDERS WIDENED, ROLL PAN
- > **BED:** RED OAK BY BLUE OVAL TRUCK PARTS
- > **BODYWORK AND PAINT BY:** BRAUN MOLLENHAUER
- > **PAINT TYPE / COLOR:** PPG / DARK BLUE
- > **HEADLIGHTS / TAILLIGHTS:** STOCK

INTERIOR

- > **DASHBOARD:** STOCK
- > **GAUGES:** CLASSIC INSTRUMENTS
- > **AIR CONDITIONING:** VINTAGE AIR
- > **STEREO:** KICKER
- > **STEERING WHEEL:** BUDNIK
- > **STEERING COLUMN:** IDIDIT
- > **SEATS:** CUSTOM
- > **UPHOLSTERY BY:** RON MANGUS INTERIORS
- > **MATERIAL / COLOR:** LEATHER / DARK BLUE, TAN
- > **CARPET:** DARK BLUE

Racing wheels to a quick stop. The rear fenders were widened by Braun Mollenhauer of Bodywork by Braun and after much deliberation with Mike about the right color he painted it PPG dark blue. A Chapp Industries rollpan was modified to fit and the bed was adorned with red oak from Blue Oval Truck Parts.



and Vintage Air controls. Classic Instruments gauges sit in the original housing and accent the rest of the visuals perfectly.

Mike couldn't have been prouder of the finished Effie, but knows it wouldn't have been possible without Jim Sheridan who did the majority of the work before turning it over

to Sal Perez who completed a great deal of electrical and mechanical work. Braun Mollenhauer and Ron Mangus also deserve credit for their impeccable exterior and interior work respectively. A '56 Ford big window is already one of the most desirable pickups out there, but we're happy to showcase one that's true to the brand inside and out. It's already been on some nice California coast drives and we're sure there are many more miles to be racked up. 📺

to Sal Perez who completed a great deal of electrical and mechanical work. Braun Mollenhauer and Ron Mangus also deserve credit for their impeccable exterior and interior work respectively. A '56 Ford big window is already one of the most desirable pickups out there, but we're happy to showcase one that's true to the brand inside and out. It's already been on some nice California coast drives and we're sure there are many more miles to be racked up. 📺

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01. Silent 'Gate

If your truck suffers from a squeaky tailgate, it's probably due to its flawed, metal-on-metal design. Over time, the trunnions rust and further exacerbate that noisy problem. Save yourself the embarrassment at the next truck show by installing a set of replacement trunnions from TD Trunnion Design. Fabricated from stainless steel and Delrin, TD Trunnion Designs' new solution replaces those old factory relics in minutes for a lifetime worth of silent shutting. Available for Chevy trucks going back to 1954, they also offer an Ultimate Trunnion Hinge kit for '67-'72 and '58-'66 Chevy and GMC trucks as well that feature a new pair of stainless steel hinges and hardware in addition to the basic trunnion set. For more info, contact TD Trunnion Design at 408-849-0474 or on the web at www.tdtrunniondesign.com.

02. Cable Operated

Sloppy throttle and slippin' kickdown cables are a recipe for a poor performer. Don't lose control of your drivetrain and install Lokar's new throttle cable mounting bracket and spring return kit for 4150 series carbs. Designed for street applications, the kit includes throttle and transmission kickdown cable provisions that work great with Lokar's own cables. Adjustable stainless steel return springs feature dual wound ends for safety. Built in the USA to work with most drop base air cleaners, on either single- or dual-plane intake manifolds, they are available in either brushed aluminum or black finish. For more info, contact Lokar at 877-469-7440 or on the web at www.lokar.com.



04



05

03. Early 'Sides for Short Fleets

Early C10s are getting hot, but the quality of old sheetmetal is starting to deteriorate quickly. Enter LMC Truck and their new bedside assemblies for '60-'66 Chevy and GMC fleetside shortbed trucks. Save yourself the time, money, and frustration trying to patch and repair those damaged bedsides and replace the whole ball o' wax in one fell swoop. Produced from new tooling, using 18-gauge OE quality steel for the best in strength and durability, these bedsides are assembled with the original equipment quality, fit, and finish in mind. Shipped via truck freight, they'll arrive in black EDP (Electro Deposit Primer) coating ready for body and paint. For more info, contact **LMC Truck** at 800-562-8782 or on the web at www.LMCtruck.com.

04. She's Real Fine

Let's face it, a boring engine can make or break a custom truck build. Don't suffer from a boring engine compartment and insist on the finest quality cast-aluminum valve covers like this new offering from PML for 348/409 Chevy engines. Simple, yet effective, these plain valve covers are available in a natural sand cast finish, perfect for that vintage engine look, or fully polished to complement that detailed engine compartment. For more info, contact **PML** at 310-671-4345 or on the web at www.yourcovers.com.

05. Bolt-On Frame Swap

Swapping out that old, tired truck chassis for a modern frame based on the tried-and-tested S-10 foundation has never been easier than with Code 504's new frame swap kit. Designed to mate a '47-'53 Chevy, '48-'52 Ford, or '48-'56 Dodge pickup to an '82-'04 Chevy S-10 chassis, Code 504's kit comes with all the bracketry necessary to swap the chassis using only handtools. No more custom fabrication or expensive one-off chassis swaps. For more info, contact **Code 504** at 402-643-0504 or on the web at www.code504.com.



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TTA6072 \$599.99

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CNK6372-D..... \$179.99

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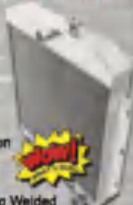
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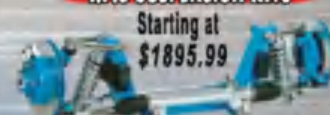


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No End

A Broken Toe, 14 Years, and Lots of Money,
But this '58 Chevy Was All Worth it

Feature Story | ♦ By Phil Schwartz | Photos by John Jackson

Some vehicles seem like they have a bad aura. Not only can they be hiding a lot of complications that aren't readily apparent at point of purchase, but for some reason the entire build process seems like there's no light at the end of the tunnel. Sometimes it's spending way more money than we anticipated, getting injured while working on it, or a combination of things that makes us wonder why we purchased said project in the first place. But in the end, we usually realize it was worth the effort.

Kevin Bleth didn't imagine 14 years would go by and that he'd break a toe on his cherry picker during the buildup when he first clapped eyes on this '58 Apache. But hey, if you ask Kevin if it was worth it, he'd tell you the truck came out exactly the way he wanted. After being forced to leave behind a '46 F-1 when he moved to Washington, he started looking for a new project and found this one at a dealership in Lewiston, Idaho. Although the previous owner had riveted sheetmetal panels on to fix sections that were damaged, and the underlying body rot was substantial when he got into it, he never gave up on turning this thing around.



in Sight





At first, the plan was a daily driver, but as the receipts kept adding up, he realized that spending this much money wasn't conducive to those initial intentions, so he decided to go with more of a show truck theme. For suspension underpinnings, Kevin's first thought was to do a flipped rear axle and monoleaf setup in front, but after going that route he realized the ride quality was far below par. He started over and used a TCI Mustang II unit in the front and switched to a Chevy 12-bolt with a TCI four-link in the rear. When it was all completed, Kevin was finally satisfied with the feel and performance.

Although the truck came with a 350/350 combo, Kevin ditched the engine for a '76 454 that he outfitted with a bigger Edelbrock Torker cam, Air Gap intake, and 750-cfm carb. A Pete Jackson gear drive, Moroso electric water pump, Accel ignition, Doug's headers, and Billet Specialties dress-up accessories round out the package. Kevin rebuilt the previous 350 trans and added a stall kit as well. A No Limit Engineering gas tank was also snapped up and put under the Brothers Trucks bed wood. Now there's no shortage of power to put to the pavement.

The body on this thing was pretty sad, so about the only things that could be saved were the cab, doors, and hood. Fiberglass front and rear fenders were added along with a Gaylord's tonneau cover, a custom

“Perseverance pays off, even when your new vehicle seems to throw every objection it can at the process along the way.” ★



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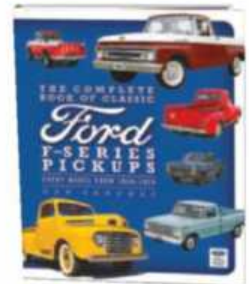
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1958 CHEVY APACHE

Kevin Bleth

CHASSIS

- > **FRAME:** STOCK, MODIFIED
- > **REAR END / RATIO:** CHEVY 12-BOLT / 3.73:1
- > **REAR SUSPENSION:** TCI FOUR-LINK
- > **REAR BRAKES:** 11-INCH DISC
- > **FRONT SUSPENSION:** TCI IFS
- > **FRONT BRAKES:** 11-INCH DISC
- > **WHEELS:** WHEEL VINTIQUES SMOOTHIES 17X8
- > **TIRES:** FIRESTONE FIREHAWK WIDE OVAL INDY 500 245/45R17
- > **GAS TANK:** 21-GALLON NO LIMIT ENGINEERING

DRIVETRAIN

- > **ENGINE:** 454
- > **HEADS:** STOCK
- > **VALVE COVERS:** BILLET SPECIALTIES
- > **MANIFOLD / INDUCTION:** EDELBROCK / EDELBROCK 750
- > **EXHAUST / MUFFLERS:** DOUG'S HEADERS / CHERRY BOMBS
- > **TRANSMISSION:** 350

BODY

- > **STYLE:** STEPSIDE
- > **MODIFICATIONS:** FIBERGLASS FENDERS, ECKLER'S TAILGATE, SMOOTHED COWL, SHAVED EMBLEMS AND HANDLES, GAYLORDS' TONNEAU COVER
- > **BED:** BROTHERS TRUCKS OAK
- > **BODYWORK AND PAINT BY:** BO GRILLO, LUKE THOMAS, LES VALE, OWNER
- > **PAINT TYPE / COLOR:** PPG / IVORY AND WHITE CRYSTAL, SHIMMERING SHAMROCK
- > **HEADLIGHTS / TAILLIGHTS:** STOCK / LOKAR LED

- > **REAR BUMPER:** STOCK
- > **GRILLE:** GLORY GRILLS

INTERIOR

- > **DASHBOARD:** STOCK
- > **GAUGES:** DAKOTA DIGITAL
- > **STEREO:** RETROSOUND
- > **STEERING WHEEL:** BILLET SPECIALTIES STREET LITE
- > **STEERING COLUMN:** '78 CAMARO
- > **SHIFTER:** B&M PRO RATCHET
- > **SEATS:** 2005 BUICK LESABRE AND CONSOLE
- > **UPHOLSTERY BY:** FRANK'S UPHOLSTERY, CLARKSTON, WA
- > **MATERIAL / COLOR:** VINYL / WHITE PEARL
- > **CARPET:** GRAY

Glory grille, Eckler's tailgate, and Lokar LED taillights. The cowl was smoothed, emblems and door handles were shaved, and one-piece side windows installed. The paint was a combo of PPG custom-mixed Ivory and White Crystal with Shimmering Shamrock for the scallops. Sitting on those shiny Wheel Vintiques smoothies makes for a nice early '60s custom look.

The interior was tricked out with Dakota Gauges and their remote entry kit along with Bear Claw latches on the doors, a '78 Camaro steering column, Billet Specialties wheel, and RetroSound stereo. A modified 2005 Buick LeSabre front seat was covered in white vinyl and looks right at home next to the B&M Pro Ratchet shifter and Watson's StreetWorks switches on the console. Kevin also adorned the cab with more scallops that he patterned out and it ends up getting lots of attention.

So after almost a decade and a half, and lots of money spent on trial and error (and a hospital bill), Kevin finally got the truck where he wanted it. Perseverance pays off, even when your new vehicle seems to throw every objection it can at the process along the way. Satisfaction is truly a priceless commodity. 📺

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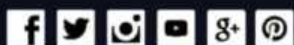


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THINKING INSIDE THE BOX

Adding Wheeltubs to an F-100 Stepside

by Kev Elliott

SOURCES >>>

KUGEL KOMONENTS

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F-100 stepsides

have plenty of room under the rear arches for wide tires, but it's possible to easily go up to 12 inches wide if you cut into the bedsides and fabricate inner wheel housings, as the chassis rails are a good few inches inboard of the sides of the box. This was exactly the task that befell the guys at Kugel Komponenten during the build of a 1966 F-100 to which they'd added their IFS and IRS systems.




01 Here's the F-100, with Kugel's IRS installed. They boxed the frame and welded all the holes closed. It'll be powdercoated before the bed goes back on. Note the Kugel shock mockups in place of the coilovers, which not only save having them in place during the build, but also help determine the length of shock needed.



02 One of the Bronco wheel tubs as supplied.



04 With the wheels and tires already bought, and the backspacing known, Chris Smith measures how wide the new tubs will need to be, and where they'll come on the first section of wood. As there are steel strips between each wood section, the inner edge of the tub needs to be located on the wood, not over the join for a neat appearance.

Rather than fabricate the tubs from scratch, as we'd done on our project F-100 a few months back, they elected to use preformed tubs from Dynacorn, intended for use on a '66-'77 Bronco, and narrow them to suit. With the built-in swage lines, the finished job lends a factory appearance to the installation. Of course the job involved more than just narrowing the tubs and bolting them in, as the bedsides had to be cut too, the outer section of wood required notching on each side, and the subrails also had to be modified for clearance. But what's a little more fabrication when you're this deep in a project? 



03 Prior to removing the bed, the bedsides were marked for tire clearance at maximum upward suspension travel, plus a couple inches. This determines where the top of the new tub will need to be.

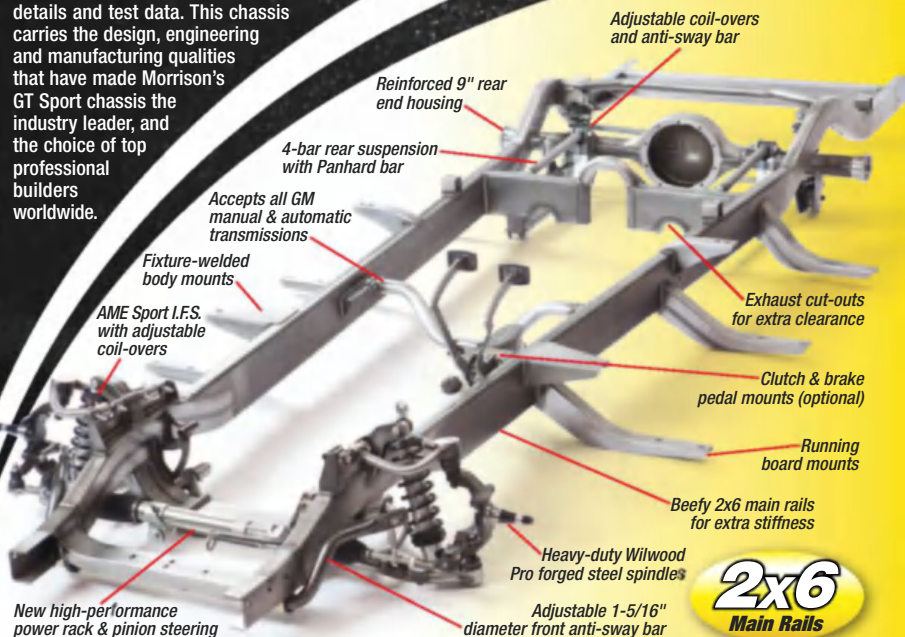
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05 With the height of the tub determined, and the axle centerline known, Smith measured the length of the new tub. Unfortunately the front and rear landed precisely where the subrails mount!



06 Using a square, Smith marked the tub longitudinally $2\frac{1}{4}$ inches from the inner edge.

07 Calipers were used to scribe a similar cut line $1\frac{1}{4}$ inches from the outer edge. When the middle section is removed and the two sides are welded back together, this will retain the flange through which the tub will bolt to the bedside.



08 Laying the tub on its side, another line was scribed $1\frac{1}{4}$ inches from the lower edge, just below the horizontal swage line. This line isn't a cut line, but marks where the lower edge will be bent to form a mounting flange.



09 A cut-off wheel was used to remove the sections needed.



10 With the center removed, the two edges were almost ready to be welded together.

News Flash....

Government Gets Something Right



Super Light Titanium Timepiece Loses Only One Second Every 20 Million Years.

BOULDER, Colorado The U.S. government has engineered the most ingenious, most accurate clock in the world: the F-1 U.S. Atomic Clock in Boulder, Colorado. Our extraordinary new Stauer Titanium Atomic Watch utilizes the transmissions directly from that remarkable cesium fission atomic clock to report the most precise time. This scientifically advanced timepiece will gain or lose only one second over a 20 million-year period. It is that accurate! This perfectly tuned technological invention with the super light strength of titanium is now available for UNDER \$130.

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11 Smith trimmed the lower edge of the inner section on the bandsaw, to leave a 1-inch flange...

13 Though just laid against each other here, once clamped together, the two halves were a perfect match.



15 Once welded, we now have a 3½-inch-wide mini tub.



17 Before and after, with the weld dressed and sanded with a DA sander using 150 grit.



12...then bent it to 90 degrees in a finger brake.

14 Once tacked, the clamps were removed and Smith TIG welded the join.



16 The mounting flange was continued at each end of the tub and checked to be square.



18 Mounting holes were drilled equidistantly around the flange.





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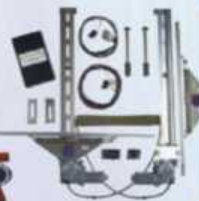


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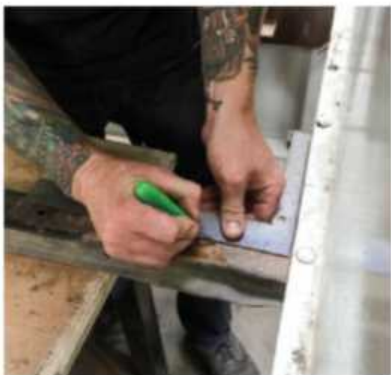


19 Knowing the position of the tub on the bedside, masking tape was laid on the wood, which was marked around the outside of the tub. The wood was then cut 1 inch inside this line, allowing for the mounting flange on the inside of the tub.

21 The bedside trimmed for tire clearance.



23 With the subrails bolted back in place and the wood and tub removed, each rail was marked 3 inches from the bedside flange.



25 Looking from underneath, with the tub and wood bolted in place, you can see the reason for the dogleg on the subrails. They have to stay in their stock location as the bed mounting bolts pass through them. The doglegs simply locate the ends on the next bolt along the bedside flange.



20 The bedside was also marked around the tub, and cut 1 inch inside the line.



22 The tub installed, though the wood is mocked in place for now.

24 The ends were then removed on the bandsaw, and these doglegs fabricated from 2x1 inch box section. Note the ends haven't been removed from the upper subrail yet.



26 There was no need to install the remainder of the wood at this point, as it'll all come apart for bodywork and paint, so this is where we leave the Effie for now.





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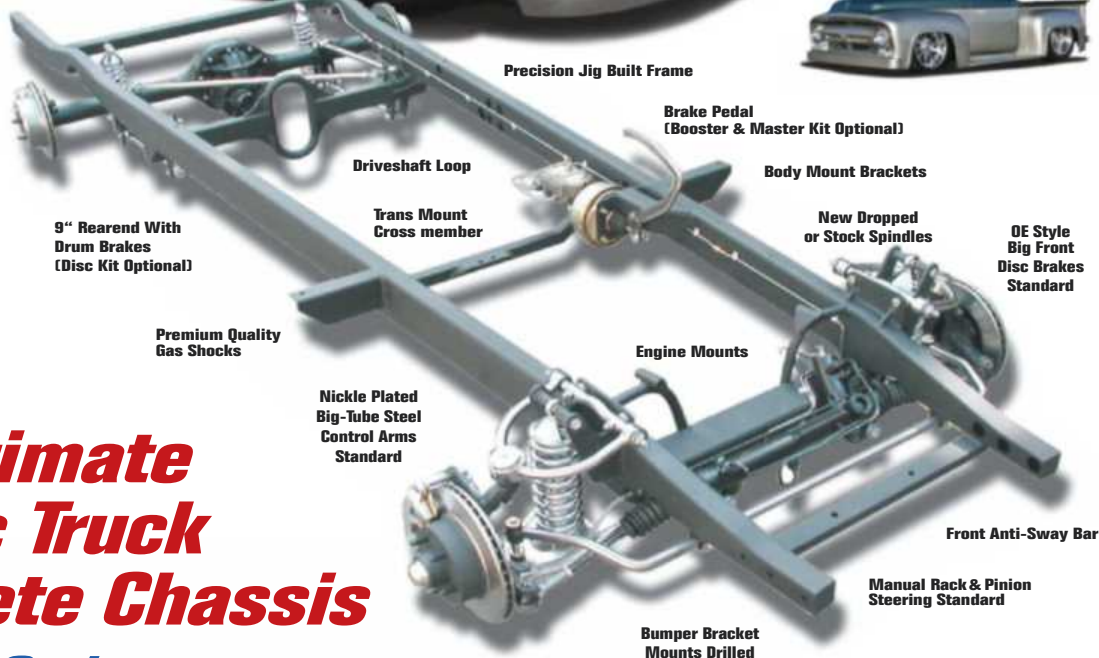
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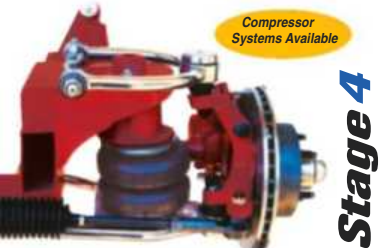


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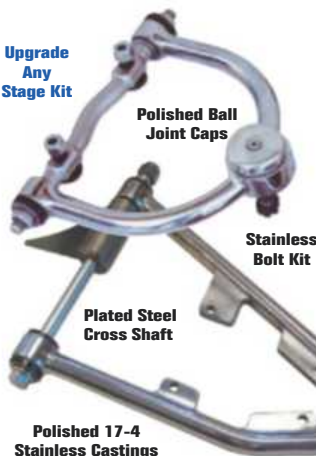
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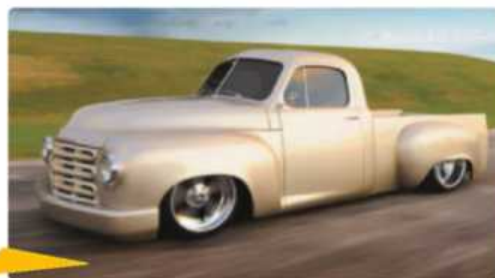
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TAKING THE WORRY OUT OF WIRING

Installing an American Autowire Harness

by Ron Ceridono | Photos by Jason Scudellari

For many of us, getting a project truck to the point that it needs wiring is met with mixed emotions. It's great to be that much closer to driving your dream, but stringing all those conductors from one end of a vehicle to the other without sparks flying is a rather daunting task, but it doesn't have to be. Regardless if one knows nothing about electrical systems or is an expert, wiring a car from scratch or cutting down an existing harness isn't worth the effort given the variety of kits on the market.

Basically wiring kits fall into two broad categories—those that have the wires already attached to the fuse panel and require the terminals to be installed at the devices to be powered, and those that have the wires attached to the connectors for the loads and are then connected to the fuse panel.

Another obvious

consideration when shopping for a wiring harness is the number of electrical circuits needed. In some cases, few are required. However, if a long list of electrical devices like air conditioning and power windows will be included, more circuits will be necessary. Of course it never hurts to plan ahead, if your truck won't have

air conditioning now, but it will be added in the future, choose a harness that provides that option.

For some time we've watched our own Jason Scudellari, who manages our Tech Center, get his '56 Chevy on the road. Finally at the point where wiring was the next step, Jason surveyed the options and

01 Don't let this happen to you! More than one classic trucker has been driven bonkers trying to wire a ride from scratch.



SOURCES

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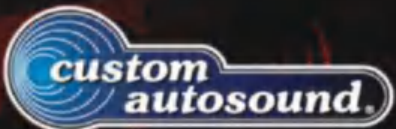


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02 American Autowire offers a variety of wiring kits to suit any need. From completely original restorations to modified trucks with every conceivable electrical device, they've got them covered.

05 The space under the seat is also home for the FAST computers that run the electronic fuel injection and the LS ignition system.



03 This is American Autowire's Highway 22 panel. It has 22 circuits and relays for an electric engine cooling fan and horn, along with turn signal and four-way flashers.



04 Jason Scudellari mounted the fuse panel under the seat on an aluminum plate. The use of spacers allows the wiring to run under the panel.



06 Wires to the loads are cut to length and attached to the fuse block. The wires are labeled and color-coded.



07 The wires are secured to the fuse block terminals with screws. The terminals are labeled, color-coded and numbered.



08 Some wires will have to be cut to length and the ends crimped on, American Autowire has the tools to do that properly.



09 A good crimp captures the conductor and the insulation; the latter provides strain relief that helps the conductor from being pulled out of the terminal.



10 The newly crimped connector is pushed into the plug until it snaps in place. This connector is for the dimmer switch.



11 To keep the wires bundled and give the harness a vintage look, Jason used braided wrap from American Autowire.



12 This is called planning ahead; Jason provided passages in the transmission tunnel to run the necessary wires to the front of the truck.



13 The turn signal switch is plug and play. Note the American Autowire color code matches that found on the GM column's plug.



14 Battery cables from American Autowire came with the side terminals in place, they would be cut to length and the included ends attached.



15 To get the battery cables into the cab "pass-through" terminals were used.

chose a Highway 22 kit from American Autowire.

The Highway 22 Wiring Kit is a modular wiring system that has 22 power circuits with 15 fuses and one circuit breaker. Wiring for headlights includes a three-position headlight switch, there is also a 40-amp electric fan or fuel pump relay; micro-relays for horns and turn signals; and an accessory harness for radio, electric wipers, heater, air conditioning, fuel pump, and interior lighting. This kit also contains a floor-mounted dimmer switch and includes all the connectors and terminals necessary, and battery and accessory power tap studs are also provided for system expansion. For ease of installation each wire has laser-printed identification every 2 inches and use GM color codes.

While American Autowire has done everything possible to perfect their harnesses, careful installation is still required. First and foremost, follow the instructions. Also, invest in a good wire stripper and crimp tool, both are available from American Autowire. Poor connections are often

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16 Two terminals were installed, one for the positive cable, the other for the ground.

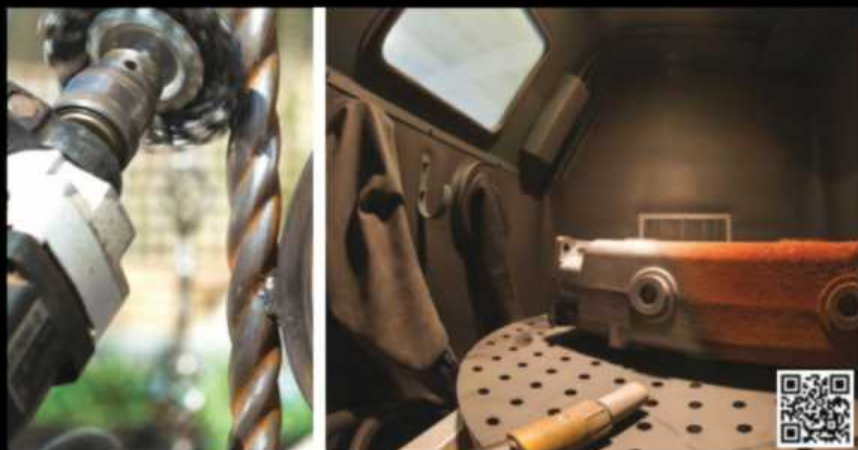


17 An Optima yellow top, deep-discharge battery provides the cranking power. Note the battery has top and side posts.



18 To secure the battery and Eddie Motorsports hold down mounts to the chassis behind the cab.

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19 To keep them from moving around and chaffing the color-coded battery cables (red for positive, black for negative) were secured to the X-member with aluminum clamps.



20 To attach the ends on the battery cables a terminal tool was used—smack it with a hammer and the terminal is crimped in place.

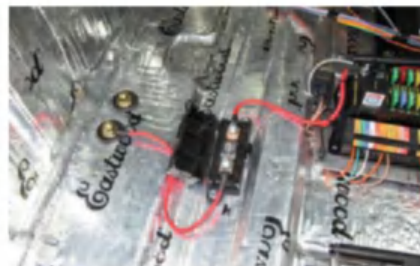
the source of problems. But while faulty connections can be a problem, many electrical issues are caused by something as simple as a poor ground. Ground wires must be connected to a clean, bare metal surface, and remember, painted or powdercoated surfaces are great insulators, which makes them lousy grounds.



21 This is a properly crimped battery terminal. We prefer this method to soldering.



22 To provide a finished look and help prevent corrosion the new end was sealed with shrink tubing.



23 Power to the fuse panel comes from the battery cable terminal—a Megafuse protects the entire electrical system.




24 The fuse panel receives power from two sources, the battery (for items that are "hot" all the time) and the accessory output on the ignition switch (hot with the key on).

25 Power for the fuel pump relay comes off the battery terminal of the fuse block.




26 The previously shown relay powers the Aeromotive in-tank electric fuel pump.

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27 Included in the Highway 22 panel are all the wires to connect the senders and gauges (the fuel gauge sender is shown here).



28 Spinning the LS to life is a Dyna Force starter from MSD.

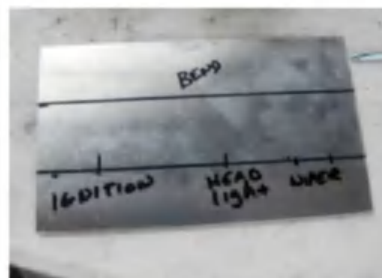
FABRICATING AN UNDERDASH SWITCH PANEL



29 To keep the dash of his Chevy pickup clean, Jason Scudellari fabricated this panel that mounts the ignition, lights, and accessory switches.



30 Jason made approximate measurements of the switches to be mounted.



31 Those measurements were then transferred to a chunk of aluminum.



32 An Eastwood brake was used to bend an angled mounting flange on the panel.

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33 Jason chose to mount the dimmer switch to the back of the panel rather than the floor. The switch will be operated by hand.



34 The finished panel will attach to the bottom flange of the dashboard with button head screws.



35 To avoid working upside down under the dash the panel was pre-wired before installation.

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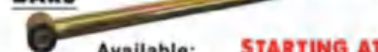
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Bob's Birthday Rig





Feature Story

Bob Bradley's '54 Chevy 3100 Was a Big Surprise

♦ By Joel Stocksdales | Photography by Mike Basso

Bob Bradley has been into cars and trucks since his junior year of high school in 1957. He was totally into hot rods and owned an array of them when he was young. Over the years, the hot rods he loved came and went. However, the woman he married and loves, Sherri, never left. And she ended up getting back behind the wheel of another kind of hot rod.

Bob's Birthday Rig >



In 1987, Sherri was working at a car dealer. She remembered Bob showing her all the pictures of his hot rods from when he was younger, and she was keeping an eye open for

an old hot rod for him. One day at the dealer, a man was trading in a trio of vehicles for a brand-new Audi. Among those machines was the big red 1954 Chevy 3100 you see on these pages. Sherri said that she knew right that minute that she needed to get the truck for Bob. She made sure that it was set aside for her before anyone could start getting it ready for the sales lot.

Sherri didn't just bring the truck straight home though, she had bigger plans. This truck was going to be a birthday gift for Bob, so she didn't show it to him until then.



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Bob's Birthday Rig >



1954 CHEVY 3100

Bob Bradley

CHASSIS

- › **FRAME:** STOCK
- › **REAR END / RATIO:** '75 CHEVY BLAZER
- › **FRONT SUSPENSION:** STOCK W/ MONO LEAFS
- › **WHEELS:** CRAGAR 15-INCH
- › **TIRES:** GOODYEAR EAGLE ST
- › **GAS TANK:** STOCK

DRIVETRAIN

- › **ENGINE:** 350CI SMALL-BLOCK CHEVY
- › **VALVE COVERS:** BILLET ALUMINUM
- › **MANIFOLD / INDUCTION:** EDELBROCK 3X2 / ROCHESTER TWO-BARRELS
- › **IGNITION:** HEI
- › **HEADERS:** WEISS
- › **EXHAUST / MUFFLERS:** GLASSPACKS
- › **TRANSMISSION:** TH350
- › **SHIFTER:** GENNIE

BODY

- › **STYLE:** FIVE-WINDOW
- › **PAINT COLOR:** CANDY APPLE RED W/ FLAMES
- › **HEADLIGHTS / TAILLIGHTS:** STOCK

INTERIOR

- › **GAUGES:** STOCK / AUTO METER
- › **STEERING WHEEL:** LECARRA
- › **STEERING COLUMN:** TILT
- › **SEATS:** 2000 LINCOLN BUCKET

The day of Bob's birthday, his parents took them out to their favorite restaurant. There, Sherri gave him a birthday card with the key to the truck and told him that if he could find it, it was his. Bob apparently couldn't wait until after dessert, so they went out to the parking lot where Bob quickly spotted the big red pickup with a giant white bow on top that Sherri added for the occasion.

When Bob got the truck, it was already hot-rodded, but he has made a few changes and additions over the years. The truck has a '78 Chevy 350 small-block hooked up to a Turbo 350 that sends power to a '75 Chevy Blazer rear end. He rebuilt the engine with a Chet Herbert camshaft with .480/.490 lift and 285/295 duration that, as Bob said, "makes it rock 'n' roll." He also added an Edelbrock tri-power carb setup and new aluminum valve covers, air cleaners, and a



chrome alternator. The engine also features an HEI ignition and Weiss headers that lead into glasspack mufflers. He also recently added electric cutouts for a little roar on demand.

Under the Chevy, all the suspension, steering, and chassis components are stock. But Bob brought the front end down with Durant single-leaf springs for a little

hot rod rake. The chassis rolls on Cragar 15-inch wheels front and rear, added by Bob, with Goodyear Eagle STs. The body retains the candy apple red metalflake paint it had when he got it, but Bob had OC Plating redo the chrome and Miracle Designs in Santa Ana, California, add the pinstripe flames across the front of the truck. In the cab, the seats were replaced with black leather units from a 2000 Lincoln and there's a Gennie shifter on the floor.

Bob has enjoyed his Chevy since

he got it 27 years ago, and one of the things that Bob enjoys about the truck is how much other people enjoy it. He took his sister-in-law to her wedding in the Chevy with the limo following behind. When cruising down the street, people regularly give him compliments, and he likes the idea that an old guy like him is still driving a cool old truck like this. Most of his modifying is done, but that just means he gets to spend more time driving and enjoying his rig. Cruise on, Bob! 🚗

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PITTSBURGH RAPID PUMP® 3 TON LOW PROFILE HEAVY DUTY STEEL FLOOR JACK

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62670/61253
61282 shown

SAVE \$85

\$84.99 comp at \$169.99

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62894/68149/62380/62511

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BEAMS FOR BAGS

Trading Twin I-Beams for IFS, Part 2

by Joseph Dowling and Ryan Manson

Getting an old truck, especially one set up with any kind of transverse axle design, to sit, stop, and handle like a contemporary car is nearly impossible without a complete overhaul of the suspension design. After all, axle frontends were designed to haul, not perform like a sports car. Thankfully, for those of us who desire a more modern approach to the way our trucks ride, there are companies like Scott's Hot Rods in Oxnard, California, who have completely redesigned the old suspension system from the ground up.

Scott's starts with a custom built one-piece crossmember with 7 degrees of caster built in that will not only serve to locate the suspension components, rack-and-pinion steering, and motor mounts, but will also serve to further stiffen the chassis, something it desperately needs. Boxing plates with sufficient clearance for the steering, lower control

arms, airbags, and sway bar, are added to both frametrails before the crossmember is dropped in place to help further stiffen the chassis. From there, airbag and sway bar mounts are added to complete the fabrication portion of the install.

The componentry that comes with Scott's Superslam IFS kit continues



01 When we left off last time, our frametrails had been boxed and notched to clear the control arms, airbags, and rack-and-pinion, and the crossmember was ready to be welded in place.

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02 Before the Scott's crossmember is tacked in place, it's checked for level and alignment.



03 Once in spec, the crossmember is tacked to each framerail in a handful of locations by our buddy Danny Day.

to push their redesigned theme by incorporating a fully adjustable element into their tubular control arms in the form of a rod end/clevis mounting system on the upper control arms. This clever



04 With the crossmember tacked in place, we can begin installing the Scott's suspension components, starting with the lower control arms, identifiable by the lower airbag mounts. That's the sway bar mount jutting off the front of the control arm; this should be oriented to the front of the truck.



05 Anti-seize lubricant should be used throughout the install to prevent galling of the hardware.



06 Note the spacers on either side of the control arm bushing. This keeps the bushing in place and prevents it from being squished if the bolt is over-tightened.



07 The tubular upper control arms utilize a rod end on either side for easy toe adjustment. For initial setup, the rod end is turned all the way in, then back out five full turns.

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design allows caster, camber, and toe adjustments to be made easily and precisely. Serviceable ball joints mate to the modular-style spindles, making maintenance a breeze. With over 10 inches of advertised travel and equipped with airbags instead of the typical coilover shock, our truck should be able to go from tucked to truck with ease, all while maintaining minimal camber change.

With the majority of the fabrication work completed last month, we're returning to tackle the bolt-on portion of the IFS build on our '65 Ford F-100. We left off with the crossmember in place, ready to accept the suspension components. Once installed, it's a simple matter to locate the upper shock and airbag mounts, followed by the sway bar mounts. After cycling the suspension throughout its full travel to check for any complications, the bracketry can be finish welded and our attention can move elsewhere on our truck, confident that our frontend not only looks great, but will sit, stop, steer, and perform like its 21st century counterpart. 🇺🇸



08 Both rod ends are in turn held in place by a clevis, fastened by a shoulder bolt, with two washers on either side of the rod end and secured with a Nyloc nut.



10 Here's the tubular upper control arm assembly, complete with the serviceable ball joint installed.



09 With the Scotts logo pointing out, the clevis is attached to the crossmember using a single washer on the bolt side and three on the crossmember side. These washers will be added or removed later to finalize our caster adjustment. Once it's finalized, a set screw will secure each control arm bolt.



11 Next we attach the spindle to the A-arms and secure it with the appropriate spacer and castle nut.

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12 With both A-arms and the spindle in position, we need to simulate a full drop. The lower control arm is lifted until the ball joint contacts the spindle, this is the upper most travel position, simulating full drop. In its travel, the arm should make a full cycle without any interference. Note the notch on the bottom of the framerrail that gives the lower control arm plenty of clearance.



13 With the A-arms still in the most upright position, we need to mark the framerrail 2 7/8 inches up from the top of the airbag plate. A piece of aluminum trimmed to spec is used as a template. This will be the bottom of the upper airbag bracket.



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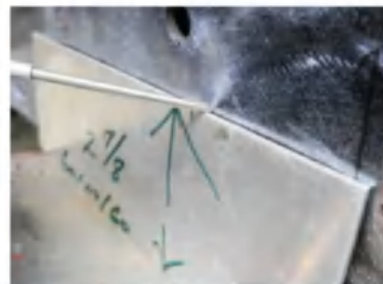


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14-15 A metal scribe is used to mark the location (horizontal line); also note the axle centerline mark, which will be used to locate the center of the airbag bracket.



16-17 Before the airbag bracket is tacked to the frame, the framerrail needs to be further notched and a provided metal box section welded in place to provide clearance for the airbag.



18 Here are the two upper bag mounting plates, which will be welded to the frame.



19-20 Using our prescribed lines, each bracket is tacked in place.



21 Next, the upper shock brackets need to be installed. First, the shocks are fully compressed and a piece of string is used to secure it. The string is tied so that the shock will remain compressed (wire can also be used). Then the compressed shock is attached to the lower control arm shock mount.



22 The upper shock bracket is then attached to the upper shock stud; note the arrangement of the bushings and washers.



23 Per Scott's instructions, the upper mount will lay in its natural position when the shock is fully compressed. The mount will be closely pre-angled to sit in the correct position, then tack welded in place.

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24 Installing the power steering rack in next, using two $\frac{5}{8}$ -inch fasteners to attached it to the crossmember. Note the C-notch clearance on the framerail for the tie rods.

25 With the rack-and-pinion centered in its travel and the spindles in line relative



to the chassis, the outer tie rod ends can be adjusted until they slide into each steering arm and fastened with a castle nut/cotter pin, completing the basic component assembly.



26 Each airbag will mount between the lower control arm and the upper frame bracket.



27 The sway bar requires two brackets be welded to the inside of each framerail to secure it in place. To locate these brackets, the sway bar needs to be attached to the lower control arms using the provided Heim joints and hardware.



28 With the sway bar installed, it's lifted until it contacts the bottom of the frame, where a vertical mark is made on the side of the framerail. The sway bar brackets are then clamped in place using these marks. Note that the bottom of the bracket is even with the bottom of the framerail.



29 Each sway bar bracket is then tacked in place.



30-31 Next, the bushings are installed on the sway bar, the sway bar ends once again attached to the lower control arms, and the bushings bolted to the frame brackets.

32 To allow us to temporarily test our airbag setup, we picked up some $\frac{3}{8}$ -inch push-lock fittings and a couple feet of hose that will be plumbed to a "T" fitting, topped with a Schrader valve. This will give us the capability to inflate and deflate our system to ensure free and clear travel of the suspension components before any final welding takes place.



33 Once attached to the upper and lower brackets, the airbags are plumbed using the push-lock fittings.



34 It wouldn't be a proper upgrade if we didn't opt for large disc brakes, so we decided to have Scott's spec our frontend using CPP's drilled and slotted 11-inch rotors and aluminum hubs.



35 Once we finalize wheel size, we'll determine our caliper clearance, but for now our F-100 is situated on a set of rollers for the time being.



36 With the truck back on the ground and the airbags inflated to simulate ride height, our F-100 is starting to look like a proper street truck! Deflated, our truck drops the rockers nice and low.

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Hillbilly D

An Owner-Built 1962 Chevy C10
Done Retro Custom Style

Feature Story | By Tim Bernsau | Photography by Robert McGaffin



There are a bunch of hot rodders in the Midwest who have had their rides improved by Chad Bowling's painting talent. Chad is the paint/body/metal fabrication guy at Trick Truck 'N Rod in Eaton, Ohio. He said he was born and raised into the life of a hot rodder, thanks to his father Paul. It was Paul and one of his friends who found this 1962 Chevy C10 Fleetside. They had been making trips to the South to find classic trucks, buy them, build, them, and flip them. Knowing that his son was a fan of 1960-1966 GMCs and Chevys, Paul sent Chad a snapshot of this one — a solid, driving truck discovered in Montgomery, Alabama. Based on the photo alone, Chad told Paul, "Consider it sold."



eluxe



As you can see, Chad has a taste for old-school style and decided to give his C10 the look of a classic '60s era mild custom.

The factory side molding was removed, along with emblems, door handles, and side mirrors. But what's been subtracted isn't as interesting as what's been added. It starts out relatively subtly with such custom mods as the re-peaked hood, radiused door corners, filled stake pockets, and replacement stock bumpers. The Chevrolet script on the fenders was taken from a pair of 283 valve covers. Chad transplanted a grille and dual headlights from a 1962 GMC onto his Chevy, and filled the lower grille area classic custom style with chromed drawer pull knobs. The dial gets cranked a little higher with large grids of louvers punched in the hood, top, and tailgate by Trick Truck 'N Rod.

The paint is where Chad really got to show off. The PPG black urethane base is broken up with candy red over silver flake, but it doesn't stop there.





Removing the trim opened up plenty of area for Chad to get busy with some amazing paint and graphic techniques, from fogged panels and lace painting to freehand pinstriping, traditional scallops, and endless lines. Don't forget lettering; the tailgate includes the truck's nickname, *Hillbilly Deluxe*.

One-inch whitewalls rolling on 15-inch steel wheels are a great match for the exterior's classic custom style. The steelies are painted and pinstriped, and treated to 1961 Oldsmobile caps. Tires measure 215/60R15 in front with 235/65R15s under the bed.

The factory 1962 C10 frame serves as the platform for Chad's custom, but with some necessary modifications, including boxing plates for the rear 'rails and an 8-inch C-notch to bring the back of the truck a little lower. The frontend was further updated with a crossmember and an independent setup from a 1979 C10. Bell Tech drop spindles and four-corner RideTech air suspension contribute to the pickup's gravel-scraping posture. The triangulated four-link in the rear locates the Posi-equipped rearend with 3.73:1 gears. Dwight Bowling, Chad's uncle, built the 22-gallon gas tank.

A 1985 Chevy 350 small-block provides power to the C10. The small-block runs stock double-hump heads and a mild Edelbrock cam. The Performer manifold and 600-cfm four-barrel carburetor are other Edelbrock components. Chad kept the stock ram's horn exhaust manifolds, feeding open pipes for maximum auditory appeal. Candy red paint dresses up the block, heads, intake, and the finned aluminum valve covers and air cleaner. Chad built his own wiring harness and wired the truck with a lot of help from his dad, Paul, whom he calls "an electrical guru." Bob Davis Transmission in Eaton put together the Turbo 350, using a B&M shift kit. A Lokar shifter is column mounted.

More traditional custom character can be found inside the cab, where louvers, candy red, and endless lines dress up the door panels. The rest of the interior paint is cream colored, with white pearl pleated vinyl on the lower doors and kick panels. The glovebox door wears some of Chad's expert 'striping.



VDO instruments were mounted in an engine-turned gauge panel. Luke Aukerman in Eaton handled upholstery duties, covering the 1979 C10 seats in Mexican blanket material. The red steering wheel from a 1965 Chevy passenger car is the finishing touch.

“But what’s been subtracted isn’t as interesting as what’s been added. It starts out relatively subtly with such custom mods as the re-peaked hood, radiused door corners, filled stake pockets, and replacement stock bumpers.” ★

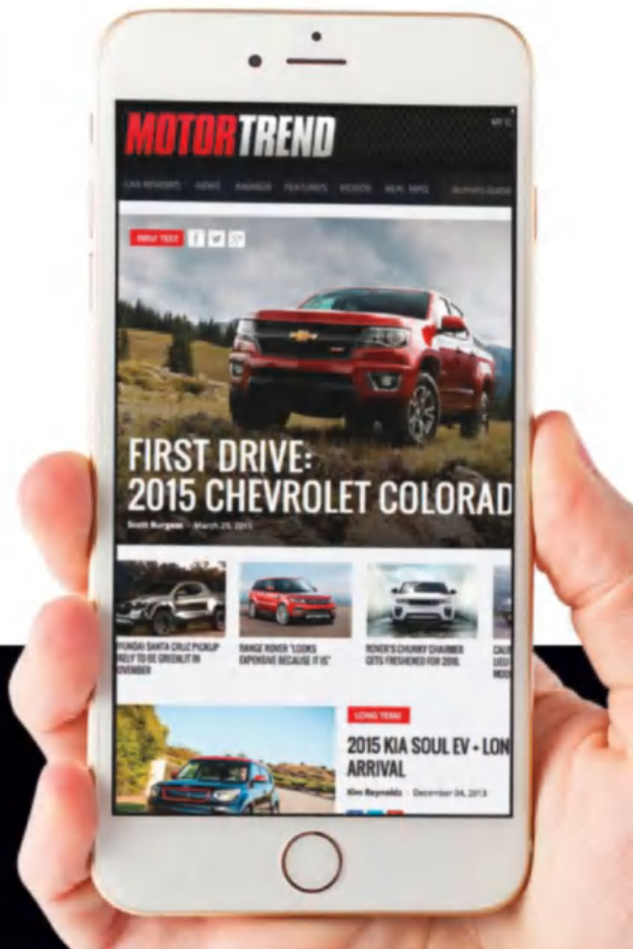
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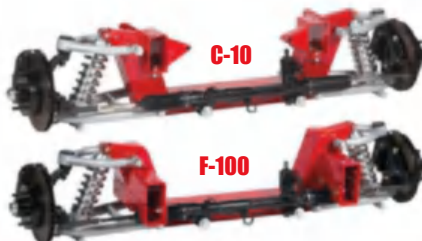
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It's a little more than 200 miles from Chad's place in western Ohio to Detroit. When he showed up with the C10 at Autorama Extreme (the popular area of the Detroit Autorama dedicated to homebuilt traditional rods and customs) the truck fit right in. *CLASSIC TRUCKS* was there and we were as impressed by the custom style pickup as everybody else. We had to wait until the snow melted in the Midwest before we could meet up with Chad and Paul to get these photos, but the wait was worth it. 



1962 CHEVY C10

Chad Bowling

CHASSIS

- › **FRAME:** STOCK 1962 CHEVY, BOXED AND C-NOTCHED IN THE REAR, WITH FRONT CROSSMEMBER
- › **REAR END / RATIO:** STOCK GM WITH POSI / 3.73:1
- › **REAR SUSPENSION:** TRIANGULATED FOUR-LINK, RIDETECH AIR SUSPENSION WITH FIRESTONE AIRBAGS
- › **REAR BRAKES:** STOCK DRUMS
- › **FRONT SUSPENSION:** 1979 CHEVY C10 IFS, RIDETECH AIR SUSPENSION WITH FIRESTONE AIRBAGS, BELL TECH 2-INCH DROP SPINDLES
- › **FRONT BRAKES:** STOCK DISCS, 1979 C10 DUAL RESERVOIR MASTER CYLINDER, SPEEDWAY PROPORTIONING VALVE

- › **FRONT WHEELS:** STOCK STEEL 15X7, 1961 OLDSMOBILE CAPS
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- › **WATER PUMP:** WEIAND ALUMINUM
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- › **EXHAUST / MUFFLERS:** OPEN PIPES
- › **IGNITION:** MSD ELECTRONIC
- › **TRANSMISSION:** CHEVY TH350 BUILT BY BOB DAVIS
- › **SHIFTER:** COLUMN SHIFT WITH LOKAR PERFORMANCE HANDLE
- BODY**
- › **STYLE:** CHEVY C10 FLEETSIDE PICKUP

- › **MODIFICATIONS:** SHAVED SHEETMETAL, PEAKED HOOD, RADIUSED DOOR CORNERS, LOUVERS
- › **FENDERS FRONT / REAR:** ORIGINAL STEEL
- › **HOOD:** ORIGINAL, REPEAKED AND LOUVERED
- › **GRILLE:** 1962 GMC WITH CHROME DRAWER KNOBS
- › **BED:** STOCK WITH FILLED STAKE POCKETS, LOUVERED TAILGATE, MEXICAN BLANKET
- › **PAINT TYPE / COLOR:** PPG URETHANE / BLACK PLUS CANDY RED OVER SILVER FLAKE
- › **GRAPHICS:** FOGGED PANELS, LACE PAINT, PINSTRIPING, SCALLOPS, LETTERING
- › **HEADLIGHTS / TAILLIGHTS:** STOCK 1962 GMC / STOCK WITH BLUE DOT LENSES
- › **BUMPERS:** STOCK REPLACEMENT
- › **BODYWORK AND PAINT:** OWNER
- INTERIOR**
- › **DASHBOARD:** STOCK WITH LOUVERED PANEL AND ENGINE-TURNED INSTRUMENT PANEL
- › **GAUGES:** VDO COCKPIT ROYALE
- › **STEERING WHEEL:** 1965 CHEVY PASSENGER CAR
- › **STEERING COLUMN:** STOCK
- › **SEATS:** 1979 CHEVY C10 BENCH
- › **UPHOLSTERY BY:** LUKE AUKERMAN
- › **MATERIAL:** MEXICAN BLANKET, PLEATED VINYL ON DOOR PANELS
- › **CARPET / COLOR:** AFTERMARKET MOLDED / RED
- › **WIRING:** OWNER BUILT HARNESS INSTALLED BY PAUL BOWLING

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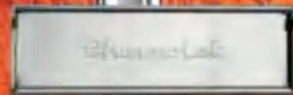
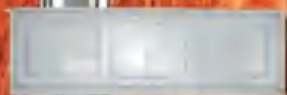
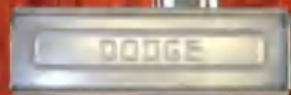
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383 TOP OFF

Modern Amenities in a Vintage Package

by Ryan Manson

It's pretty exciting when your engine project starts coming together and you've finally got an assembled long-block on your engine stand. For me, it's usually the culmination of months of planning and a few evenings' worth of assembly. This is also the point where anxiety can really start to set in, especially if your plan (like ours) involves expensive dyno testing at the end. A big boom in the dyno cell means not only a day's session down the drain, but a definite hit in the pocketbook when it comes to repairing that damaged mill. And if you've ever goofed up something like an engine build, you know how stressful it can be to get back in the saddle the second time. But you can't let the fear of the possible results keep you from trying new things.

With our engine assembled and our dyno session scheduled, it's time to turn our attention to the ignition, induction, and component

selection. As we've alluded to in past issues, our final setup will include a TorqStorm centrifugal supercharger, which we'll cover in full next

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01 Here's where we left off last time; the long-block is assembled and the engine is ready to accept some accessories.



02-05 The first thing we're going to do is install the MSD Pro-Billet distributor (#85551) and make our plug wires. Since we're going to be controlling the timing using MSD's Atomic EFI system, it's necessary to install a Rotor Phasing Kit (#84211), which allows the rotor to be adjusted to ensure perfect rotor phasing. With the adjustable rotor installed, the engine is brought to TDC on cylinder one so that the distributor can be clocked properly. Note that once in place, the rotor is pointing to cylinder No. 1.



06 To provide the spark, we're going to use MSD 8.5mm Super Conductor plug wires, with plain black ends (not pictured) to better suit our vintage build.

07 To take full advantage of the MSD Atomic EFI's capability, we opted to utilize the internal timing control ability. To do so, we're going to use an MSD 6AL capacitive discharge Ignition Control (#6425). Most stock ignition coils must build up and store voltage between each firing, this is called an inductive ignition. At higher rpm, the coil has less and less time to go through this process, which reduces the amount of energy the coil can produce, causing loss of top end power or misfire. In a capacitive discharge system, the capacitor is quickly charged with 520 to 535 volts and stores this until the ignition is triggered, sending full power to the coil even at high rpm. The MSD system also produces full power multiple sparks for each firing, decreasing as the rpm increases, but always lasting for 20 degrees of crankshaft rotation. A built-in rev limiter can be easily set in increments of 100 rpm to save the engine from catastrophe should our lead foot get a little too heavy.



08 Controlling the spark is only half the ignition equation. The other half will be handled by an MSD Blaster SS coil (#8207), capable of producing 300 milliamps with a maximum voltage output of 40,000 volts.



09 Routing the plug wires around the Hooker Block Hugger Headers was made easy via Classic Industries' spark plug wire support set (#TF700448). They also add a bit of authenticity to our early engine build.



month. This will be blowing through an MSD Atomic EFI throttle body setup atop the aforementioned Edelbrock Performer RPM intake manifold. We chose to use the MSD Atomic setup for a number of reasons, including packaging and compatibility. As mentioned before, one

of our goals with our 383 engine was to build an engine that looked like it came from the early '60s, while benefitting from a number of hidden, modern performance pieces. One of these items is the MSD Atomic system.

The MSD Atomic throttle body is

10 The pièce de résistance of our build is MSD's Atomic EFI throttle body. Based on the same rough dimensions as a 4150 carburetor, the Atomic throttle body features built-in fuel rails and four 80 lb-hr injectors. The ECU, TPS, MAP, IAT, and fuel pressure sensors are all packed into the tight confines of the throttle body as well, making external connections minimal. Since the Atomic ships with a 2-Bar MAP sensor as standard, boost ratings up to 14 pounds are supported.



11 In addition to the throttle body, the Atomic EFI kit consists of a Power Module that acts as a communication hub and provides the high-current fuel pump circuit as well as other input/outputs for optional features such as electric fan control. There are connections for the wide-band O₂ sensor, the Handheld Monitor, power, and communication to the throttle



12 Connecting a laptop to program the Atomic EFI system is not only unnecessary, it's not possible. Instead, a self-tuning system, in conjunction with initial inputs programmed via the Handheld Monitor, is used to create a base fuel map. Once the engine is up and running, the self-learning technology will optimize that base map resulting in the best performance possible. Altitude changes, temperature swings, and other factors will be adjusted automatically, on the fly, by the Atomic ECU.



13 The Atomic throttle body features a pair of inlet/outlets that can be plumbed in two ways, using either a return system where one functions as the inlet, while the other functions as the outlet, returning to the tank or as a returnless system, which is how we're planning on plumbing our system. This is possible as the throttle body contains an internal fuel pressure sensor that communicates with the ECU, which in turn controls the fuel pump using Pulse Width Modulation. AN-6 fittings and lines will be used from tank to throttle body.

14-15 Feeding the fuel system will be handled by an in-tank Aeromotive 340 Stealth fuel pump, the top of which features an outlet, return, and vent bung.



16-17 To ensure that the injectors don't get clogged, an Aeromotive 10 micron fuel filter (#12321) will be used, mounted just before an Aeromotive EFI Bypass Regulator (#13129).



18 To hide the fact that our "vintage" engine is a fuel-injected 383, I wanted to incorporate a few stock items, such as the mechanical fuel pump.

unique in that the ECU is an integral part of the throttle body as are the 2-Bar MAP, TPS, IAT, and fuel pressure sensors. This translates into a less bulky package, with only a handful of wires exiting the rear of the throttle body, and only two external sensors to connect, coolant temp and O₂. Essentially, with the exception of a few wires that will need to be run down the backside of the intake, the Atomic EFI throttle body is similar in installation to that of a standard square-bore carburetor, with right-side fuel fittings and identical linkage. Four 80 lb-hr fuel injectors

19 To make this work with our EFI setup, I ditched the lower half of a no-name fuel pump and machined a "dummy" lower with a simple inlet/outlet arrangement. Fuel comes up the bottom and exits out the side.



work in conjunction with the annular rings cast into the throttle body, good for over 600 horsepower. In addition to the throttle body, MSD's Atomic EFI system consists of a Power Module that acts as the communication hub and provides the high current fuel pump circuit and other input/outputs for optional features as well as a handheld monitor, which serves to input information to the ECU regarding certain engine parameters. All of the programming is performed via the handheld monitor, negating the needs to connect an external laptop. The monitor



20-21 A hard line was then bent and routed from the "fuel pump" to the Atomic throttle body. A glass AC Delco fuel filter (#TF700600) from Classic Industries was machined so that the hard line passed straight through, further enhancing the period aspect of the build.



22 Out back, we have two vacuum fittings; the larger manifold vacuum port is for a brake booster while the smaller barb will be attached to a boost gauge and the fuel regulator to give the regulator boost reference.



25 Since we were limited to where we could mount the PowerGEN, I had to fabricate a custom set of brackets, using a set from Alan Grove Components (#113L) as a starting point.



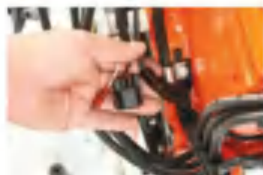
26 This located the PowerGEN in the perfect location on the passenger's side of the engine. Note the extra post on top of the PowerGEN for retaining the stock "Gen" dash light, a neat option to further the original vibe.

connects directly to the Power Module and can be removed following initial setup and engine operation.

One of the neat features of the MSD Atomic system is its ability to not only control fuel, but also timing. This is achieved in conjunction with an MSD 6A or similar ignition control box and a locked-out distributor. Settings for idle timing, total advance, and vacuum advance are available through the Handheld Monitor. The Atomic EFI system requires an rpm/trigger reference signal to operate, which can be triggered when connected to coil negative on breaker

23

Connections for the Atomic throttle body consists of a coolant temp sensor and the two-wire (violet/green) distributor connection, as well as the larger MSD CAN connector that mates to the Power Module. Since we'll be controlling the timing with the Atomic ECU, that single white wire will mate to a similar wire on the 6AL box.



24

To maintain the output and reliability of a modern alternator while retaining our engine's vintage vibe, a Powermaster PowerGEN alternator (#82051) will be used. To further enhance the look, I added a reproduction Delco-Remy tag (#TF700138) from Classic Industries to the body.



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27-28 A 10-gauge wire connects to the “BAT” terminal atop the PowerGEN and runs to the battery terminal on the MSD DynaForce starter, while a ground wire is attached to the lower mounting point, an important and oft forgotten addition to ensuring one’s alternator is working at its most efficient state.

points, GM HEI, or Ford TFI inductive based ignition systems. We opted to take control of the ignition system even further, while also satisfying this need by using an MSD Pro-Billet distributor. This CNC machined dizzy contains a precision machined reluctor attached to the distributor’s shaft which triggers the magnetic pickup mounted in the housing, making it one of the most accurate ways to trigger the ignition. With no moving parts to wear or adjust, our distributor truly is “set it and forget it.”

To feed the fire, we’ll be using an Aeromotive Stealth in-tank fuel pump plumbed in the traditional return-style with an Aeromotive EFI regulator on the return side of the system to ensure proper fuel pressure at the injectors.

In addition to the components that will control the fuel and spark on our motor, we also need to choose and mount a couple accessories. For that end, and to further enhance the vintage appeal of our “283 in disguise,” we opted to use a Powermaster PowerGEN alternator. Disguised as a vintage generator, the PowerGen unit contains the same modern internal components as its contemporary alternator brethren, capable of providing a total output of 90 amps, with a whopping 60 amps at idle.

The other accessory that we’ll need

29-30

Typically, the power steering system utilizes the third groove on a small-block Chevy, short water pump setup. Due to blower location constraints, we’re limited to a two-groove pulley design, forcing us to slightly modify the power steering pump’s location. To do this, we used an Alan Grove power steering pump bracket (#409L) with optional thin rear bracket in conjunction with a Tuff Stuff Type II power steering pump (#6175ALB). This allowed us to locate the pump and pulley further aft than normal, enabling the use of the second groove of the crank pulley to drive the power steering pump.



31-32 With pair of Trans Dapt pulleys on the water pump (#8600) and crankshaft (#8603), the power steering and alternator belts can be added, finishing up the install.



33-34

In the late '50s, an oil filter was not a standard option for most V-8 engines. Oftentimes, it was added later as a dealer option, recognizable by the orange and blue paint scheme. A few rare engines shipped direct from the GM factory with an external filter featuring an all-black housing and lid with white decals. I opted to outfit our engine using this guise, modifying it to work as an external power steering fluid reservoir. A baffle was added inside the canister, while the inlet/outlets were modified to larger AN-6 and AN-10. This factory option upgrade mounts below a Trans Dapt 45-degree water neck (#8633).



and the crew at Westech Performance were ready for our test and tune day on their engine dyno. After filling the motor with Comp Cams Break-In Oil and following their break-in procedures, Steve progressively brought our engine up to operating temperature. After a few initial base pulls, the MSD Atomic EFI system had enough operating parameters to allow us to set down a decent set of



More Than a Moment

Troy Wilkins' Love for the Brand Goes Back 40 Years

By Joe Greeves



We're not sure that anyone knows exactly why; there are probably dozens of reasons, but every now and then, one particular brand jumps out and becomes your all-time favorite. The Ford and Chevy rivalry is legendary with Mopar owners often weighing in with their preferences as well. Troy Wilkins, a plumbing contractor from Maumelle, Arkansas, made his choice and has been a Mercury fan as far back as he can remember. Enjoying the automotive hobby for the last 40 years, he told us "I love old Mercurys, and through the years I've had 11 different Mercury cars and trucks."

When he discovered this '59 Mercury M-1 pickup truck on eBay, he knew it would be the perfect choice for his next custom vehicle. His wife Sandi shared his enthusiasm, buying the truck for him as an anniversary present (Sandi is a keeper!). Mercury pickups were only made in Canada from 1948 to 1968 and Troy traveled to Canada to get this one, meeting the owner at the border. The good news, because the truck was not running, meant there was no trouble bringing it across. The bad news was that the truck was literally in pieces, meaning

there was lots of work ahead. Fortunately, Troy has picked up many mechanical skills over the years and did 90 percent of the work during the two-year build.

After separating the body from the frame, Troy began the tedious task of bringing the truck back to life. Unfortunately, the previous owner had attempted to install a Jaguar rearend and much of the framework had been butchered. Luckily, Troy found a new frame, modifying it by boxing the rails, adding new crossmembers, and fitting a stainless 20-gallon tank between the rails. To ensure a

sanitary conversion, he routed all the wires and plumbing inside the rails so that the bottom looks as good as the top.

Setting up a neat sequence of events, Troy sent the frame out to be painted by his good friend, Dave Ross in Washington, Missouri, almost 300 miles away. The two men worked in unison and once Ross began working on the frame, Troy began working on the cab. Once the initial repairs on the cab were made, Troy picked up the completed frame and dropped off the cab. While the cab was being painted,



Troy assembled the frame, adding suspension, steering, brakes, and wheels. Once that task was complete, he retrieved the cab and dropped off the bed. Work began on the cab, adding glass, air conditioning, and all the accessories.

Some of the unique elements of this restoration begin with the rear suspension. Although the initial owner's attempt at a Jag independent rear failed, the notion of going independent still seemed like a great idea. Troy smiles when he says "As you probably know, you always go to extremes when you build a vehicle. There is never a good stopping point." In an attempt to create something genuinely unique, he scrapped his early plans for a Ford 9-inch and decided on a Heidts fully independent rear, complete with 3.00 gears, polished Aldan coilovers, and Wilwood 11-inch disc brakes that incorporates an E-Stopp, push -button, electric emergency brake.

Up front, the truck uses a Fatman frontend package with power rack-and-pinion steering along with 2-inch polished stainless drop spindles, QA1 coilovers, and Wilwood 11-inch discs. The classic-looking Billet Specialties

Magnitude staggered wheel package got the chassis rolling with 18x8s up front and 19x10s in the rear, wrapped in 40-series Nitto rubber. Although Troy does not plan to use the truck on the local autocross, he says the half-century-old truck handles really well.

Lots of work was done to the 1971 Lincoln Mark III 460 V-8 that resides in the painted-to-match engine compartment, now showcasing the motor with smooth inner fender panels and firewall. The big-block 460 (bored to 472 ci) was rebuilt by Stump Engine Rebuilders in Little Rock and Troy did the final assembly. It runs a 750 Holley on an Edelbrock polished aluminum Air Gap intake with Edelbrock polished aluminum heads, Comp Mutha' Thumpr cam, MSD ignition, and Sanderson ceramic coated headers that flow into a 3-inch polished stainless steel system. Polished Flowmasters create a mellow roar when the key brings the big Lincoln to life.

Brightwork abounds in the engine room beginning with the March polished aluminum engine pulleys, water pump, and alternator. Ford Racing valve covers, Portell polished aluminum radiator and cooling fan, CPP brake booster, and a B&M

polished aluminum trans cooler add to the sparkle under the hood. The mighty V-8 sends an estimated 500 horsepower to the Ford four-speed AOD transmission, reworked with upgraded internals and a 2,500 stall speed by Performance Transmissions in Bossier, Louisiana.

While the classic lines of the Mercury body were what attracted Troy in the first place, personalizing the truck was an equally important part of the project. The door handles were shaved and most exterior chrome was removed. The bumpers were trashed and replaced with custom roll pans, front and rear. Side windows were modernized with single-pane glass and the original small rear window was discarded in favor of big back glass salvaged from a '59 Ford.

The bed was also taken from that same Ford since the Mercury's original was too far gone to save. Troy was able to salvage the rare Mercury tailgate, however, contouring the sheetmetal on top to blend with the Ford bed rails. The gas filler for the relocated tank was moved to the bed floor and the inner fenders were widened by 6 inches to accommodate the fat new wheels. Those simple round



taillights in the rear fenders are from a 1939 Pontiac, now fitted with modern LEDs. Even the license plate was given a distinctive wraparound molding. For a functional touch, Troy squeezed in a hidden trailer hitch behind the plate.

Moving inside, the Mercury's interior was upholstered by Joe Warren from Southern Street Machines in Maumelle, Arkansas, using the second seat from a Chevy passenger van adapted to fit. (Troy's wife Sandi only had two conditions: no bucket seats and paint it blue. Clearly, neither was a problem.) Warren used distressed leather of the same type found in the King Ranch editions with some of the original cattle brands still visible on the seatbacks. The headliner and door panels were stitched to match.

Vintage Air keeps everything cool inside, but the mechanicals extended slightly below the dash so Troy fabricated a rolled panel underneath to hide the additions, adding a custom center console to hold the stereo and switches. The gauge cluster on the dash is from Dolphin, the steering column is from ididit, and the wheel itself is from Billet Specialties. For entertainment on long trips, the Pioneer CD stereo controls a Pioneer 200-watt amplifier, energizing four Pioneer speakers located throughout the Dynamat'd cab.

Dave Ross put the finishing touches on the truck, spraying a combination of House of Kolor True Blue (for Sandi) and Ford Ingot Silver (for Troy), separating the two with a 1956 Ford passenger car graphic. Ross even added tiny airbrushed screws to the chrome trim for an industrial look. Troy says "The end results of the two-year build



1959 MERCURY M-100

Troy Wilkins

CHASSIS

» **FRAME:** MODIFIED, BOXED, AND PAINTED, WITH HIDDEN WIRING AND PLUMBING

» **REAR END / RATIO:** HEIDTS INDEPENDENT REAR / 3.00 GEARS

» **REAR SUSPENSION:** HEIDTS HEAVY-DUTY AXLES AND ALDAN COILOVERS

» **REAR BRAKES:** WILWOOD 11-INCH DISC BRAKES, CPP E-STOPP ELECTRIC EMERGENCY BRAKE

» **FRONT SUSPENSION:** FATMAN FABRICATION WITH 2-INCH DROP SPINDLES AND QA1 COILOVERS

» **FRONT BRAKES:** WILWOOD 11-INCH DISC BRAKES

» **STEERING BOX:** FATMAN POWER RACK-AND-PINION

» **FRONT WHEELS:** BILLET SPECIALTIES MAGNITUDE 17X8

» **REAR WHEELS:** BILLET SPECIALTIES MAGNITUDE 18X10

» **FRONT TIRES:** NITTO 275/40-R17

» **REAR TIRES:** NITTO 275/40-R18

» **GAS TANK:** CUSTOM 20-GALLON STAINLESS STEEL BETWEEN THE REAR FRAMERAILS

DRIVETRAIN

» **ENGINE:** 1971 LINCOLN MK III 460 V-8, BORED TO 472 CI

» **HEADS:** EDELBROCK POLISHED ALUMINUM

» **VALVE COVERS:** FORD RACING POLISHED ALUMINUM

» **MANIFOLD / INDUCTION:** EDELBROCK POLISHED 750 CARB ON AN EDELBROCK POLISHED ALUMINUM AIR GAP INTAKE

» **IGNITION:** MSD PRO BILLET AND MSD BLASTER 2 COIL

» **HEADERS:** SANDERSON CERAMIC COATED

» **EXHAUST / MUFFLERS:** FLOWMASTER POLISHED STAINLESS STEEL

» **TRANSMISSION:** FORD AOD BY PERFORMANCE TRANSMISSIONS, BOSSIER, LA

» **SHIFTER:** LOKAR

BODY

» **STYLE:** MERCURY M-1

» **MODIFICATIONS:** SHAVED DOOR HANDLES, KEYLESS ENTRY, CUSTOM FRONT AND REAR PANS, LARGE WRAP-AROUND BACK WINDOW, SINGLE-PANE SIDE WINDOWS

» **FENDERS FRONT / REAR:** REAR INNER FENDERS WIDENED 6 INCHES

» **HOOD:** FACTORY

» **GRILLE:** RECHROMED ORIGINAL

» **BED:** 1959 FORD WITH MODIFIED MERCURY TAILGATE, GAS FILLER MOVED TO BED

BODYWORK AND PAINT

» **BY:** DAVE ROSS, WASHINGTON, MO

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» **UPHOLSTERY BY:** JOE WARREN, SOUTHERN STREET MACHINES, MAUMELLE, AR

» **MATERIAL / COLOR:** BROWN AND TAN DISTRESSED LEATHER

» **CARPET:** MERCEDES BENZ BROWN WITH CUSTOM FLOOR MATS

were far better than I had imagined" and he thoroughly enjoys his restomod Merc, putting about 2,500 miles on it a year. To underscore the fact that he is a

dedicated Mercury fan, Troy is already hard at work on his next project, this time a 1965 Mercury E-100 Econoline truck. 

Professor Hammer's

METALWORKING TIPS

by Ron Covell | covell@cruzio.com

Q. I really like your articles in CLASSIC TRUCKS. I'm new to TIG welding, and I've learned a lot from your videos. I need to use a hand controller for my TIG torch because of the torch position I'm using. There are many controllers available, but I would like to know your recommendations before I purchase one. Thanks, and keep up the great articles.

Bill Counts
Via the Internet



» Controls are built into the handle of this TIG torch to start and stop the arc, and to vary the current.

A. Thanks for the email, and I'm very glad that you enjoy my column! There are a lot of hand controllers around, and they vary a great deal in size and configuration. I recommend going to a welding distributor and trying several out to see what feels most comfortable for you. Many of them can be held onto the grip of existing TIG torches with Velcro straps. Some of them are built into the handle of a TIG torch. If you do a search on the Internet for "TIG Torch Amperage Controllers" you'll find a lot of listings.

Of all the hand controllers I've used, the one I like the best is what came standard on my Miller Diversion 180. I believe that machine uses the LS-17 torch, which has the controller built in. It's very compact, and the controls are located right where my thumb normally rests.

As with most things, there is not one controller that is best for all people and situations, so you'll have to select the one that seems best for your application.

Q. I have a 1980 Chevy longbed pickup, and I want to turn it into a "crew cab." I know this will be a big job, but I'm a fairly good welder, and I want to do the work myself. My plan is to buy a second cab, and graft them together. Do you have any suggestions about how to proceed?

Sam Fitch
Via the Internet

A. Well, that certainly will be a big job, but with a little planning, it will make a very unique truck, indeed! The greatest challenge may be getting the doors to fit properly, and I have an idea that may help a great deal. If you start with the body of a Suburban, it will already have four doors, complete with hinges, latches, weather stripping, and interior door trim. I think this would be a great starting point, and you'd only have to graft on the back of a pickup cab behind the second set of doors.

The general shape of the cab back should be close to the shape of the Suburban body behind the second set of doors, and a little slicing and dicing of the panels should get them to match up pretty well. Be especially careful to measure everything before cutting, since you'll want to get the best fit-up you can, which will ease the many yards of welding you'll have to do.

My opinion is that a shortbed would be more proportionate to the crew cab, but you can do some mockups with photocopies of side views of trucks and a Suburban, to get the proportions you like. You'll probably have to lengthen your frame, too, but as long as the joints are properly welded and reinforced, that should be straightforward. You might find that the frame from another vehicle with a longer wheelbase may fit your application, too. It might be worth the time to make a trip through a wrecking yard, armed with a tape measure and some target dimensions.

You'll need a longer driveshaft, too, most likely with an intermediate support and an extra universal joint, but there are many companies that can help with that. Shoot me another email if you have questions along the way.



You can email your questions to Professor Hammer at covell@cruzio.com, or mail to Professor Hammer, c/o CLASSIC TRUCKS Magazine, 1821 E. Dyer Rd., Ste. #150, Santa Ana, CA 92705. You'll receive a personal reply! We'll print your name and city unless you request otherwise. Ron Covell has made many DVDs on metalworking processes, and he offers an ongoing series of workshops across the nation covering all aspects of metalworking. Check them out online at www.covell.biz, or call for a current schedule of workshops and their free catalog of DVDs. Phone 800-747-4631, or 831-768-0705. You can send a request by mail to: Covell Creative Metalworking, 106 Airport Blvd. #105, Freedom, CA 95019. You'll also enjoy Ron's YouTube channel: youtube.com/user/covellron.



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Serious Performance News.

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Speedtech Performance announced in a press conference today that their new **ExlReme** suspension has surpassed any other suspension system on the market for the best combination of ride height, performance handling and value.



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Ron continues, "It's the best possible multi use suspension package available, better geometry than any Corvette or Corvette copy spindle."

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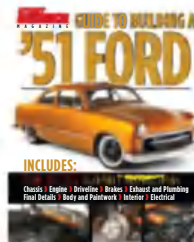


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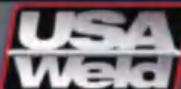
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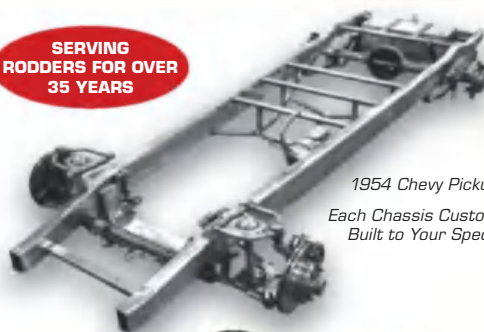
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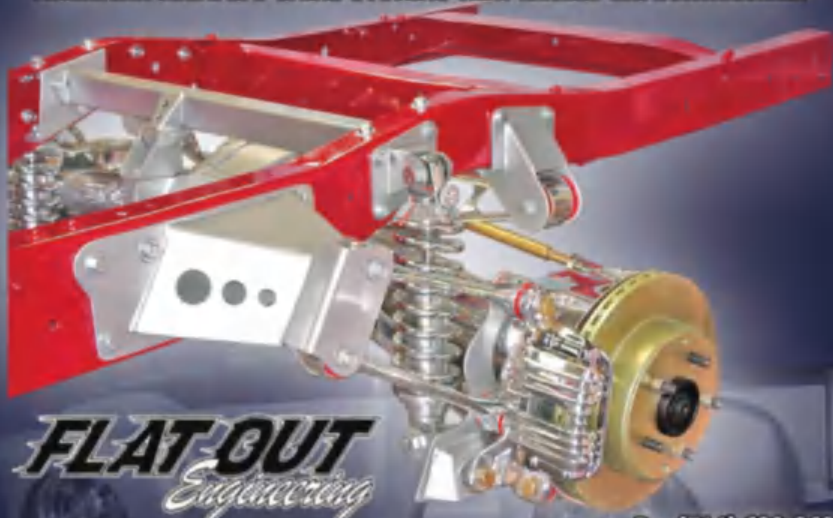
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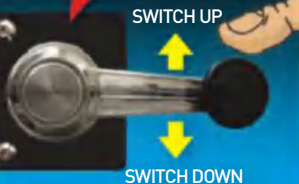
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I got a “clip and a tip” from my barber that lead to my finding and photographing this well-hidden relic. It’s a ’56 Ford F-100 and appears that a previous owner added high-back bucket seats for comfort.

It’s parked near an abandoned business, off Michigan Highway 10, east of Nirvana, Michigan. It actually took me two separate trips to find this well-hidden half-ton. 📷

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